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Appl. No.:	08/951,630	Confirmation No.: 1804
Applicant(s):	Arlene M. Vance, et al.	
Filed:	October 16, 1997	
Art Unit:	3628	
Examiner:	Frantzy Poinvil	
Title:	SYSTEM FOR CORPORATE TRAVELER PLANNING AND MANAGEMENT	

Docket No.: 047138/279826
Customer No.: 00826

Mail Stop Amendment
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

RESPONSE

Sir:

The Official Action rejects the claims, that is, Claims 99-113, 166-214 and 216-222, under 35 U.S.C. §112, first paragraph, as failing to comply with the enablement requirement. In this regard, the Official Action identifies several recitations and contends that those recitations are not described by the specification in a manner that would permit one skilled in the art to make and/or use the invention. As set forth in detail below, Applicants submit that the specification, including the original drawings, do sufficiently describe the claim recitations so as to enable one skilled in the art to make and/or use the claimed invention. Applicants therefore traverse the rejection under 35 U.S.C. §112, first paragraph.

The Official Action initially contends that the recitation of independent Claim 99 that "a new travel reservation is automatically created using the transmitted aspects of the trip request" is not sufficiently described by the specification. Applicants initially note that one embodiment of the method of independent Claim 99 is depicted by Figures 15A-15G which depict a series of graphical user interfaces for repeat trip planning, as described on page 42, lines 3-20 of the specification. In this embodiment, the traveler selects a frequent trip record, such as the "Monthly Chicago Trip", enters a new travel date, such as a new departure date, and then

automatically creates a new travel reservation. In this regard, page 42, lines 13-20 recite:

> 'The traveler 86 then inputs the date on which travel will begin and energizes the Reserve Button 438 in the Frequent Trip Dates window 440. As this information is being processed, the Frequent Trip-Reserving window 442 is viewed by the traveler 86. If Cancel button 444 is not depressed, the Frequent Trip Completed window 446 is displayed and the traveler 86 finishes the reservation process by energizing Yes button 448."

With reference to the graphical user interfaces depicted in Figure 15, for example, a traveler may select the "Monthly Chicago Trip" in Figure 15D and then enter a new departure date of July 6, 1995, in the graphical user interface of Figure 15E. Thereafter, the traveler can select the "Reserve" option from the Frequent Trip Date of Figure 15E so as to be subsequently presented with a graphical user interface as shown in Figure 15F while the frequent trip request is being reserved. Upon completion of the reservation process, the traveler is advised by the Frequent Trip Completed window depicted in Figure 15G.

From the above-quoted description provided by the specification, as well as the sequential series of representative graphical user interfaces of Figures 15D-15G, Applicants submit that one skilled in the art would recognize that a travel reservation was automatically created following the traveler's selection of the "Reserve" option of Figure 15E.

Moreover, the discussion relating to the embodiment depicted in Figure 15 on page 42, lines 3-20 of the present application, explicitly mentions that the graphical user interfaces of Figures 15A-15G are "for repeat trip planning as described above in reference to Fig. 4." In the description provided by the specification in relation to Figure 4, a billed itinerary process 100 is described which permits a traveler to identify the air, hotel and car requirements. As set forth on page 26, lines 7-9 of the specification, for example, "[t]he billed itinerary process 100 returns a queued PNR 118, including air, hotel and car requirements to CRS 30." One example of a CRS is the Sabre CRS, as depicted in Figure 4. As known to those skilled in the art, the submission of a queued PNR including air, hotel and car requirements to a CRS results in the automatic creation of a new travel reservation based upon those air, hotel and car requirements. This process is depicted in more detail in conjunction with the graphical user interfaces of Figures 15 in which the air, hotel and car requirements are provided in relation to the Frequent Trip Record

and the newly entered departure date such that upon the selection of the "Reserve" option of Figure 15E, the queued PNR 118 that has been constructed is submitted to the CRS 30 for the automatic creation of a new travel reservation. As such, Applicants submit that the recitations of Claim 99 are sufficiently described by the specification.

The Official Action also rejects Claim 170 and contends that the recitation of "automatically creating the new travel reservation in response to the particular traveler's authorization" is not sufficiently described by the specification. Claim 170 depends from Claim 99 and further defines the step of transmitting at least certain aspects of the trip request to a computerized reservation system. In this regard, one embodiment to the method of dependent Claim 170 is also depicted by Figure 15 and described on page 42, lines 3-20 with the automatic creation of a new travel reservation in response to a particular traveler's authorization being performed as described by the above-quoted portion of the specification and as highlighted above in conjunction with Claim 99 following the selection of the "Reserve" option of Figure 15E. Thus, Applicants also submit that the specification sufficiently describes the recitations of dependent Claim 170, including the automatic creation of a new travel reservation for at least all of the same reasons as described above in conjunction with independent Claim 99.

The Official Action also rejects Claims 187 and 180 with respect to the recitation of the automatic identification of an ending date. Initially, Applicants note that this rejection is interpreted to be a rejection of Claims 187 and 188, which both include the recitation relating to the automatic identification of an ending date, especially in light of the absence of such recitation from Claim 180. Claims 187 and 188 further define the method of independent Claim 99, which creates a new travel reservation based upon frequent trip records. As described in the above-quoted portion of the specification, "[t]he traveler 86 then inputs the date on which travel will begin and energizes the Reserve Button 438 in the Frequent Trip Dates window 440." As described above, this process is depicted in Figure 15E in which the date on which travel will begin for the "Monthly Chicago Trip" is input prior to the traveler selecting the "Reserve" option. As will be noted both from the description provided by the above-quoted portion of the specification and the sequential transition from the graphical user interface of Figure 15E in which the departure date is provided and the "Reserve" option is selected to the next graphical

user interface of Figure 15F in which the requested travel is being reserved, the traveler did not input an end date. Instead, one of skill in the art would readily recognize from the exemplary depiction of a Frequent Trip Record, such as the "Monthly Chicago Trip" depicted in the graphical user interface of Figure 15C, that a Frequent Trip Record already defines the duration of the trip such that once a departure date is identified by the traveler, the return/ending date can be automatically determined. With reference to the Frequent Trip Record depicted in Figure 15C, the trip is shown to last two days, since the traveler will depart from Dallas at 7:00 a.m. on one day, arrive Chicago at 9:10 a.m. and then remain in the Chicago area for portions of two days, as denoted by the two-day car rental and the one-night stay in a Holiday Inn prior to departing from Chicago at 5:00 p.m. on the second day in order to return to Dallas at 7:30 p.m. In the example depicted in Figure 15E in which a departure date of July 6, 1995, is input, the method of the claimed invention can therefore automatically determine the ending/return date to be July 7, 1995, based on the predefined frequent trip record that has been selected that calls for a two-day car rental and a one-night stay in a hotel. Thus, Applicants submit that the specification, including the original drawings, does sufficiently enable one skilled in the art with respect to the automatic identification of an ending date, as recited by Claims 187 and 188.

The Official Action next rejects claims 189 and 191 and contends that the recitation relating to the automatic identification of a travel duration is not sufficiently described by the specification. In a like manner to that described above in conjunction with the automatic determination of an ending date, Applicants submit that the specification including the original drawings does sufficiently enable one skilled in the art with respect to the automatic determination of a travel duration. In this regard, the Frequent Travel Record selected by the traveler as shown, for example, in Figure 15C defines the travel duration based upon the number of nights' stay in a hotel and the number of days of car rental. Thus, by identifying a specific Frequent Trip Record, such as the "Monthly Chicago Trip", the method of the claimed invention can automatically identify the travel duration in the same manner that the ending date is automatically determined, as described above. In this regard, for example, the length of the car rental effectively equates to the travel duration, e.g., two days. Thus, Applicants submit that the specification, including the original drawings, does sufficiently enable one skilled in the art with